ISSUE 72

The Sea People

The Sea People

December 2008

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The Sea People

Magazine of the Polynesian Catamaran Association

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Contributors of this issue:
(By order of appearance in the mag)

Glenn Tieman
James Wharram Designs team
Rémy Roy
Ann & Nev Clement
Gerald Winkler
John Jameson
Else Snitker
Guy Willing
Jim Goodman

Contacts

Editorial team:
Remy Roy, Ken & Anita Hook

<your name needed here!>

Editorial address:
PCA, 118 Howeth Road,
Bournemouth, Dorset, BH10 5NS, UK
+44 (0) 1202 531445

e-mail: editor@pca-seapeople.org
web site: www.pca-seapeople.org

From the PCA constitution:

The objects of the association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
« Polynesian Catamarans » shall mean the various classes of catamarans as designed by James Wharram.

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Front cover:

"Jonathan" (Tiki 21) sailing during the Autumn Wharram meeting in Austria with Johann and Susanne Auer aboard

NEWS FOR SEA PEOPLE

Hello all,

Usually Ken would be writing this piece, but he has been poorly for a while, it has been left to me to pen a few words. This will be our last column in the Sea People as secretary. With agreement from the PCA committee, nominations for a new secretary have been extended till the end of January 09, and the AGM will be held 3 months later, hopefully when James and Hanneke are back from their voyaging.

This illness has bought home to both of us how long Ken has been doing the job of secretary (since 2000), and we both have hoping that someone would have come forward to volunteer; circumstances forces us to stand down now. Until someone takes over the role next year, the office will be on slow tick over but, most importantly, your magazine still get printed and posted out!

Ken and I, we want to be able to spend time together, getting Ben-Tiki's masts up, and give her a new cockpit, etc… jobs that have been sidelined for far too long, and go sailing. I think whoever takes on the new role of secretary will have lot of fun – yes it can get a bit hectic at times, but you get to speak to many new people, make many new friends (& new partners), and often will be the first to hear news of boat builds and launches, and if you have a willing partner/friend who can lend a hand, (with filing, stuffing of envelopes, replying to e-mails, etc, and reminders to the secretary) then it's twice the fun.

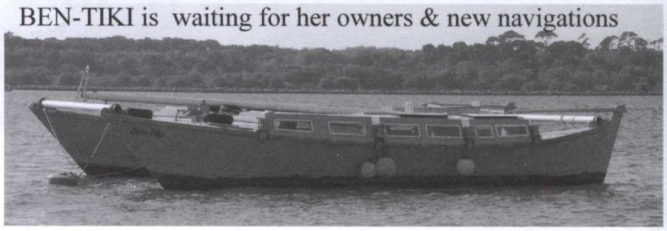
The PCA family stretches around the globe and will help when they can! Nominations to the PCA office for the secretarial role can be done by snail, or e-mail.

And finally, wearing the treasurer hat. We have had notification from the bank that after 1st December, they will require more info when paying by card. Please give the 3 figure CSC (Card Security Code) which is printed on the signature panel of Visa & Mastercards, along with other information. If we do not receive the CSC the PCA may incur penalty charges or an increase in our merchant fees, or both. Not good for the PCA. Your renewal form will hopefully have the extra boxes required for this field.

When the things are back on a more even keel, Ken is hoping to go back to his role of Poole and South Coast representative and organiser, and still take an interest and promoting the PCA, and introducing more people to Wharram boats.

Anita

BEN-TIKI is waiting for her owners & new navigations



PCA EVENTS

2008/2009 dates	PCA meetings & other events	Contact
To be advised	PCA AGM	Ken Hook, PCA office
Spring 2009 (to be confirmed)	Poole, UK meeting	Ken Hook, PCA office
May 15, 16 & 17	Wharram spring/summer rendez vous Isla Morada, Florida Keys, USA	Dan Kunz & Gene Perry
June 12, 13 & 14	Austrian Wharram Circle, Summer meet	Gerald Winkler
Others?		

HOW TO HOST A MEET?

What's needed to host a meet?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams.
A couple of anchorages within a day's sail
Pre-designated pickup points.
Site for a BBQ or inexpensive restaurant.
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've intended meets at 4 different locations. They've all been different and they have all their own personalities and charm.

Organising a regional social is even easier. All you need is to designate a time and a place. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailing (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies

Please, check the website for the latest infos about the meetings or ring the PCA office.

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Polynesian Catamaran Association

All members contributions in the form of articles, letters and photographs (*black & white or colour print or transparencies)* are welcomed by SeaPeople.

All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value.
All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

The texts published in the magazine are the authors' responsibility.

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also) and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so).
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)

Please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb

EDITOR'S NOTE

WISHES TIME

The times are becoming hard. Too many people are losing their jobs, their savings and even their homes.
What to wish to all of you when come the new year and the time to make some good resolutions?
By those hard times I have the feeling that it could be good to go back to the essential.
So I wish you all the best for the new year 2009: fair winds for your cruising times; sunny weather for the call times; to bring aboard your friends for sharing with them the best moments of a sailing journey; to save enough money to finish your Wharram cat for those who have started to build and hope to get more freedom at sea later; to be in good shape to appreciate the pleasure of sailing (special thought here for our secretary. Keep the course Ken, the rogue wave have gone away now!) and, finally, to have enough time to continue to read your Sea People magazine.
And whatever happens never sell the boat!... Younger, when I bought my first boat (sorry it was a 40ft racing monohull deeply keeled) I had always as ulterior motive that, in case of need, I could sell the home, the car (or whatever I have) and sail away under better skies with the people I love... The destination would have been some tropical island in the Pacific where it is always easier to catch your own food in the sea or in the trees than in our northern latitudes where people don't even know their neighbour... The dream is still alive today...

Happy New Year!

Rémy Roy.

JIM'S COLUMN

By the time you read this column James and Hanneke would be sailing the two Tama Moana cats from Philippines Islands to Tikopia and Anuta Islands. Just before leaving the old Europe, they have sent to us two texts about voyages aboard Tama Moana catamarans.
The first one was made along the Central America coasts by the first "Tama Moana" built by an amateur in America and the second is about which is now the well known ***Lapita Voyage*** *in the West Pacific from Philippines to Tikopia and Anuta Islands...*

Exploring the Gulf of Fonseca

Wednesday, September 17, 2008

After a last foray to the market for provisions it was already noon by the time Manu Rere was sailing out of La Union, El Salvador. The timing was awful since the morning land breeze had ended and the contrary sea breeze just beginning while a contrary flood tide was making the beat hopeless. Just as I was preparing to anchor at the edge of the channel the tide turned so that I was able to make it behind little Zacatillo Island at dusk where I anchored in three feet of water.

Straight into the sea to scrape the bottom but in the opaquely muddy water this was all but impossible. Although the village ashore looked inviting I sailed with the tide at dawn for the gulf's outermost Isla Meanguera where more transparent seawater could be expected.

Isla Meanguera was a beautiful place to visit in most ways. There were no cars but a network of trails and roads paved with dry laid slabs of black basalt, the prevalent stone there, and lots of horses, mules, and donkeys hauling farm products. There were also lots of basalt walls forming terraces and fences.

Walking along the shore road I met a friendly young man who walked all over delivering bills. He offered to show me petroglyphs in a remote valley so we hiked up a steep ravine, which cut into the interior and examined the petroglyphs, then came down another way passing many uncultivated fruit trees, which locals insisted we could forage. I had a bag full of avocados, mangoes and sapotes by the end of the day.

I stayed about two weeks although the anchorage was pretty awful. The strong tidal current held the boat beam on to the night-time strong southerlies. A non-catamaran would be intolerable. There were scores of friendly naval personnel on the island building a wharf intended to attract small cruise ships. The officers took me for a lunch cruise on their little patrol boat one day.

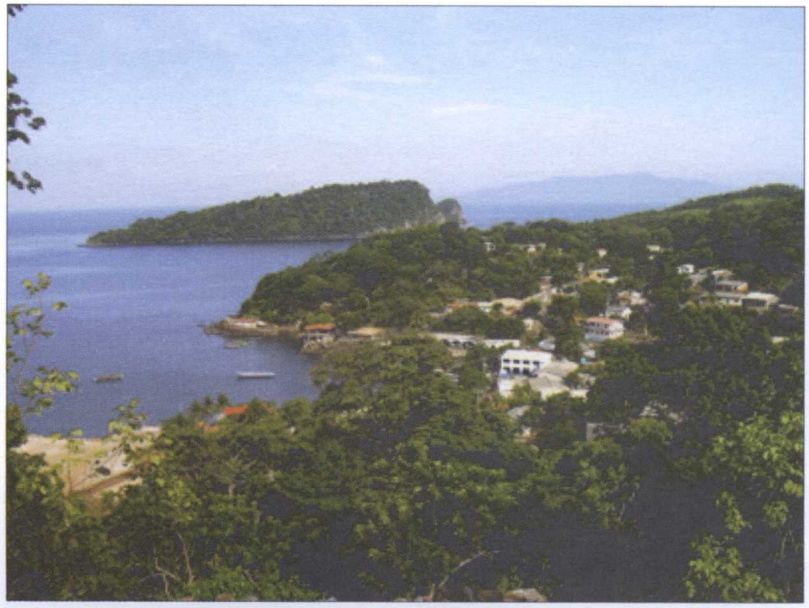
Almost everyone was very friendly however there was a large group of young men constantly congregated, and fully drunk, next to the store that sold aguadiente, Central American fire water. There were also a couple of American inner city gangsters one

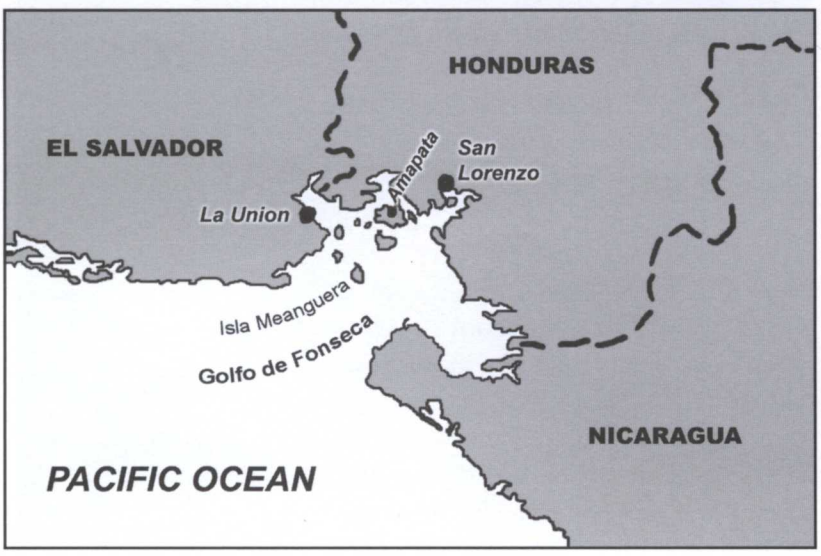
of whom told me he made his living selling drugs. One morning, as I returned from a hike this guy, looking especially frazzled, threatened to shoot me because, "You white guys are all the same; you think you can do anything." In all my years of sailing pirate infested seas the only time I've heard that before was while teaching in Los Angeles.

The propane had just run out anyway so, within the hour, the anchors were up and I was sailing out of there. As Manu Rere gathered way a voice called from shore, "come back!" However having had enough of these widely reported problems of El Salvador, I sailed non-stop back to La Union, spent one day clearing out of the country, and sailed across the gulf to Amapala, El Tigre Island, Honduras.
I went to Amapala just to clear into the country, so only stayed one night, then sailed around the island and into a wide estuary which narrowed to a small river through the labyrinthine mangroves.

Alongside the river, ten miles up through the swamp, where it ends under mountains, huddles the small town of San Lorenzo. A small town, but lively, due partly to being the only Pacific port for Honduras. Rich in interesting third world curiosities too, like horse drawn wagons sharing the road with shiny new pickup trucks and swarms of bicycles; and dugout canoes under motor, paddle, and even spritsail using black plastic for sailcloth. The way these canoes are usually moved is by a large oar out one side up forward while a second crew paddles and steers in the stern.

About a third of the stores and houses are adobe with red tile roofs and often dirt floors, and there are two vibrant





public markets. Among the town's advantages are food prices at one half of Mexico and California. Bananas are 25 cents/lb at the one supermarket, but about 15 cents from a truck which parks along the street, ordinary marketing in Latin America. 50 cents for a medium avocado, feta-like cheese for $2/lb and medium whole fresh shrimp for $1.20/lb. There is a large shrimp packing plant in town and shrimp ponds all around the mangroves.

Another big plus to San Lorenzo is the weather. This is said to be a mysteriously dry spot during the otherwise soaking Central American rainy season, and it has been reasonably dry while raining most nights. I collect enough water off the awning to supply my needs. Of course it's hot, but that makes it easy to dive into the tepid river (crocodiles only in the more remote areas). Should a hurricane draw near this would be the best anchorage with a mangrove bumper all around. There was one other cruising boat here, which had been here for 14 months but he's departed. The locals are friendly except for a custom of hurling "Gringo!" in my face with a big proud smile instead of something like hello.

During these two months here in San Lorenzo I've finally made a proper outrigger for the larger canoe that I made before disposing of the shop in Oxnard. This larger outrigger is hollow, unlike all my previous outriggers, and is attached to the crossarms by a method used in East Africa. These new methods turned out well. This canoe is intended to sail as a proa, but I'm still working on the rig.

Glenn Tieman
(Tama Moana - *MANU RERE*)

Lapita Voyage appeal

The Lapita voyage is now in its last phase. A lot of water ran under the bridges from the very beginning of this wonderful venture. The two boats have been launched and it is now the beginning of the real sea adventure...

Tuesday, September 09, 2008

A month from today Hanneke and I will begin our flights out to Andy Smith Boatworks' yard in the Philippines. A month later, on November 1st we will begin our Lapita Voyage, 3800 nautical miles, south through the Moluccas, along the North coast of New Guinea, passing through the Solomon Islands and on to Tikopia and Anuta, where we will present the two boats to the islanders so they can restart their seafaring tradition.
See www.lapita-voyage.org

The Lapita Voyage project has grown from a simple 'donating two ships to the islanders' to a major archaeological expedition. This voyage is providing a vehicle for various archaeologists and scientists with interests in the Polynesian migrations and Lapita culture to carry out studies impossible to do from a land based expedition. Five scientists will be sailing on different legs of the voyage. Others, who cannot leave their posts at their universities or archaeological digs, are participating from a distance. The expedition will be filmed for television.

Last week I realised a further dimension. Through an email from a teacher in Honiara, we discovered there are several colonies of Tikopians in the Solomon islands, in fact as many or more Tikopians live outside Tikopia as on the island (which can only support approx. 1200 inhabitants). There are a large number Tikopians in Honiara, who are keen to welcome the ships. These ships are a symbol of their island identity. We will try to visit the other Tikopian colonies along the route of the voyage. The two Tama Moanas will be the connection between all these scattered, but related people (called 'wontoks' in their culture).

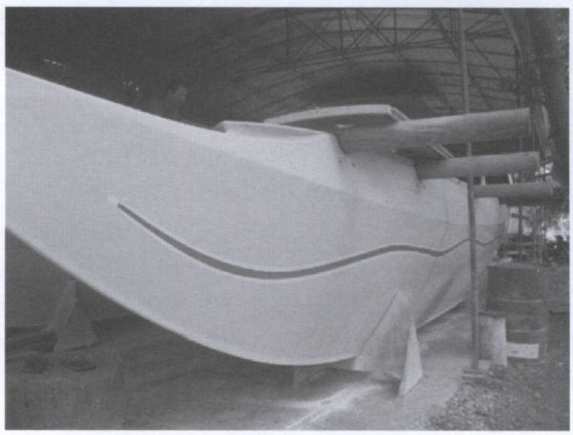
As I get older I am beginning to realise what man my father was and his influence on me. Like many sons, in my youth I did not value his abilities and qualities, but as I look at myself now, I realise that unconsciously I absorbed many of his principles. One of his principles was 'rely on yourself', which is why I never sought sponsorship for my projects. Only now, with the Lapita Voyage project, I feel this advise does not apply to all situations.

This project would not be happening without the sponsorship that Klaus Hympendahl managed to obtain. He has been responsible for raising money and acquiring gifts of equipment, by going out and asking the German public and businesses for help. He set up a charitable associa-

JIM'S COLUMN

The last finishing

One hull finished and painted.



What a nice bow

Two hulls ready to go out of the shipyard

tion 'Help Tikopia und Anuta e.V." into which payments were made by people that in return get a chance to sail on the boats. This system has brought in all the money needed to build the two boats.

So, we are nearly there. The boats are paid for and will soon be finished, now there remains a need of some more funds for the voyage itself, all those little things that make a voyage successful. Klaus still has to buy the iridium telephone through which we can regularly update the website, so everyone can follow the voyage as it is taking place. Maybe someone has one to donate?

I feel it is not too late to appeal to the Wharram World and other multihull enthusiasts for sponsorship/donations, big ones are welcome, small ones in large numbers will also be of great help. We modern multihull sailors do owe something to the descendants of the Stone Age originators of our craft.

Donations should be made by bank transfer to:
Help Tikopia und Anuta e.V.
Dresdner Bank AG
IBAN: DE67 3008 0000 0363 6100 00
BIC: DRES DE FF 300

Euro cheques, made out to 'Help Tikopia und Anuta e.V.' should be sent to Klaus Hympendahl, Wildenbruch Stasse 75, 40545 Düsseldorf, Germany. Do not send cheques in other currencies, as these incur large bank charges.

Help Tikopia und Anuta e.V. is a charitable association and donations are therefore tax deductible. Please contact Klaus if you would like an official receipt.
Email: khympendahl@t-online.de

LAPITA VOYAGERS

Who were they?
How did they sail?

The Pacific was the World's first ocean to be explored and settled by humans. It was the greatest maritime adventure of all the times. But how this have happened? How some human people became the greatest sailors as they had not even a writing system?

This happened in two major episodes.

The first one occurred between approximately 50,000 and 30,000 BC during the late Pleistocene period, from mainland Asia through a chain of large and close islands stretching towards New Guinea which were joined together at that time of low Ice-Age sea level. This voyaging corridor ended at the southeast extremity of the Solomon Islands.

To have a more precise idea just think that, in the same period, began the Homo Sapiens times in the mid Palaeolithic era (Stone Age) and it is interesting to note that, with the modern anatomical changes in the human appearance, it appears also three associated traits:

1. The language ability as we know it today.
2. The ability to create art (the decorated caves as known in Europe are dated from this period).
3. And the ability to build boats which is probably the main discovering for us. Isn't it?

After 30,000 BC you need to think of the wider region of the western Pacific as a nursery for developing seagoing skills during more than 25,000 years. About 10,000 years ago the modern climatic conditions appeared and, with them, the development of new methods of cultivation, growth in human population and changes in the patterns of subsistence and settlement. It was time for a next step in Pacific colonisation.

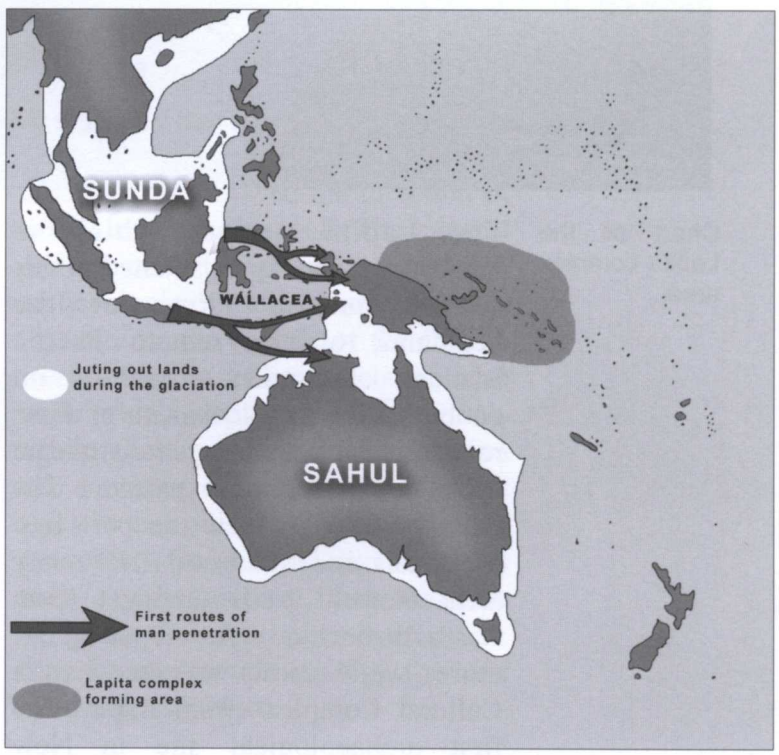


Chart of the western Oceania during the glaciation

Then the second major episode of colonisation began after 1500 BC in modern geological times in Island Southeast Asia and western Melanesia. Highly skilled navigators took sophisticated outrigger and double-hulled sailing canoes out into the remote Pacific Ocean. This episode finished only later, around AD 1000 when explorers reached into higher latitudes through subtropical weather systems to New Zealand.

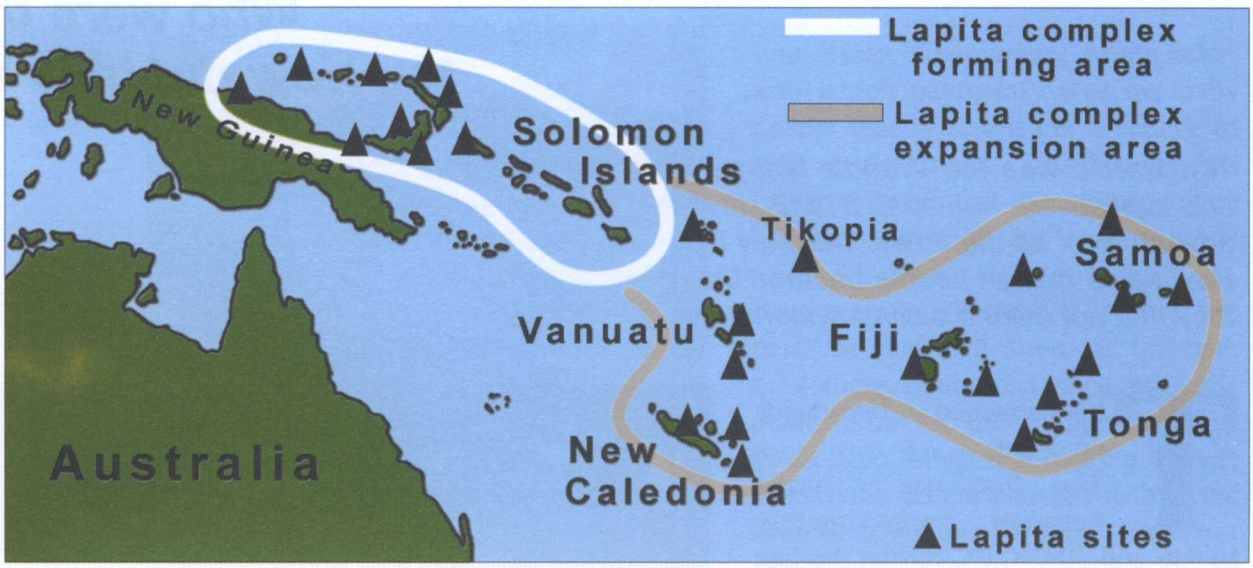
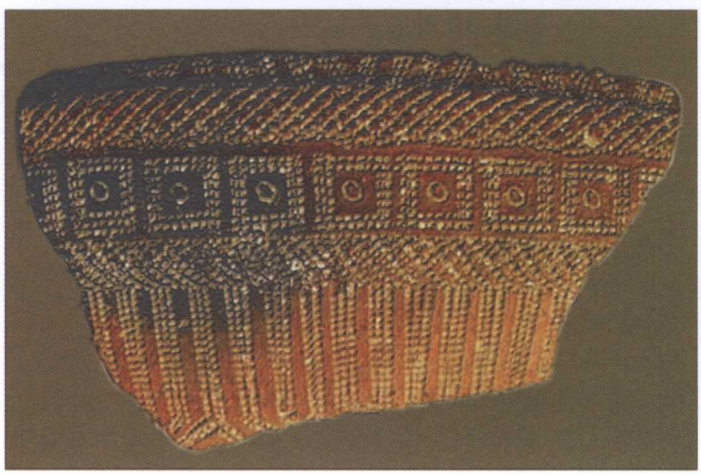


Chart of the Lapita complex area.

The Lapita period, which is interesting us today, is situated in this second period. This was the beginning of the remote Pacific islands colonisation. There is no doubt that the first settlement of those remote islands represented a strategic episode of maritime expansion. The first people to sail deeper into Melanesia and Micronesia left many archaeological trails amongst them was a distinctive style of pottery art more well know as the Lapita Cultural Complex (from Lapita, the first archaeological site in New Caledonia where was discovered the remains of pottery).

The first navigators were confronted with longer gaps between smaller islands which were not always in sight from one to another. They had to use now a more sophisticated marine technology and new larger boats which carried all the needs for such greater voyages. They loaded pigs, dogs and fowl (all of Asian origin) and plant complex of root tubers and tree fruits that has been domesticated in the Asia-western Pacific region as the banana, the coconut the breadfruit or the taro root.

Lapita pottery



All the islands groups which have evidence for Lapita settlement are lying in a general southeasterly direction from the Solomons. That includes the Vanuatu, Tikopia, and distant West Polynesia islands as Fiji, Futuna, Samoa and Tonga. The radiocarbon 14 dating of these sites indicates a period from 1200 BC to 1000 BC. The trajectory of Lapita colonists was voluntarily against the direction of the Southeast Trade Winds… It is interesting to notice, by contrast, that none of the islands lying in other directions have such evidence of Lapita sites. These include targets so large that they were impossible to miss as Australia. So it is an evidence that all Lapita navigators had in common directions in which they would (and would not) explore.
It could seem strange to you that the

main direction of search lay in the most difficult direction to sail: against the winds. Yet if you take only a little reflection you understand the reason. Lapita explorers did not know what land or islands they could find in the southeast but by searching in upwind direction they would maximize their chances to return home safely with down winds.

Now the question is: how were they able to sail and search upwind? Each season, the trade winds are interrupted by winds from other directions. In the southern summer, the northern expanse of Australia heats up and a low pressure system develops there, which draws the northeasterly trade winds across the equator line where the Coriolis Force, which results from the Earth's rotation, bends them to the left. This creates a northwesterly monsoon whose influence is felt as far away in the Pacific as Tahiti. It occurs each year between November and April and would have provided good winds for exploring east. From then on the boats had not to be very efficient to sail upwind.

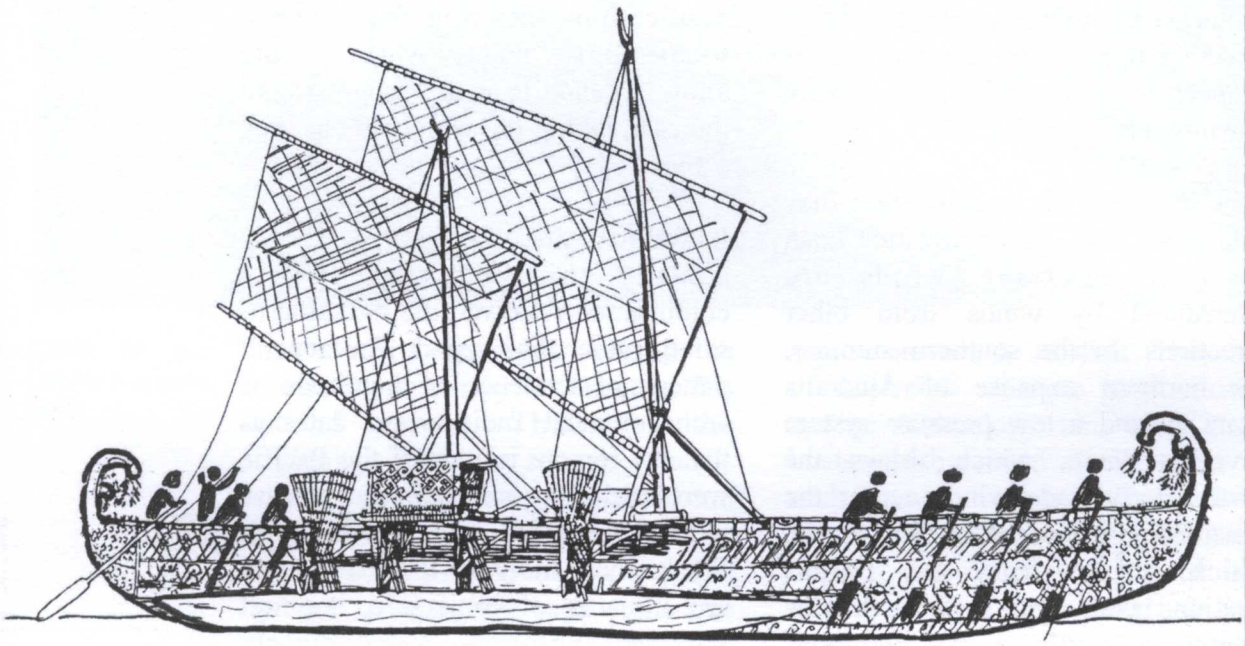
Secondly, in the southern reaches of the tropics, there are episodes of westerly winds which result from sub-tropical weather systems whose centres lie further to the south. Briefly, in the zones of variables and westerlies which lie south of the tropics, there is a succession of high and low pressure systems which migrate from west to east. These produce rotational winds, anticlockwise in anticyclones in the southern hemisphere, and clockwise around low pressure systems with associated fronts. In the southern winter, these sub-tropical weather systems shift north in latitude, following the sun, and affect the southern reaches of the tropics in a band which stretches from New Caledonia in the west to Easter Island in the east. Therefore, in both summer and winter, there were periodic and predictable interruptions to the southeasterly trades which would allow a canoe to make progress into the east, taking the windshifts as they came.

It follows that the hard way was actually the safe way. Lapita colonisation followed the direction of safety rather than speed. The general pattern of evidence of hundreds of archaeological radiocarbon dates is that the remote islands of the Pacific were settled in order of relative ease with which explorers could return. While their motives for exploration are a matter of conjecture, the first Pacific explorers were clearly concerned for their safety. Voyages were clearly two-way; their structure being from A to B then back to A. thus the exploration strategy was one of search and return.

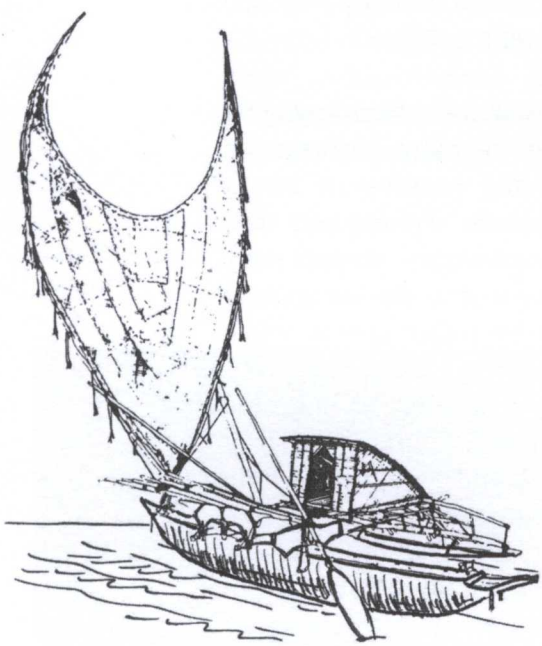
A second reason for return voyaging may have been the extra confirmation it gave in fixing position of newly discovered islands. To explain this, one might reasonably expect any outward passage into the east using windshifts to be rather erratic while the return, using the tradewinds (astern), would be more simple and systematic. Therefore, the position of a new island would be more securely fixed by dead-reckoning following the return passage. One other feature of the Lapita distribution is that all of the island groups were large targets. This also meant they served as broad safety nets for returning canoes.

No remains of any watercraft or

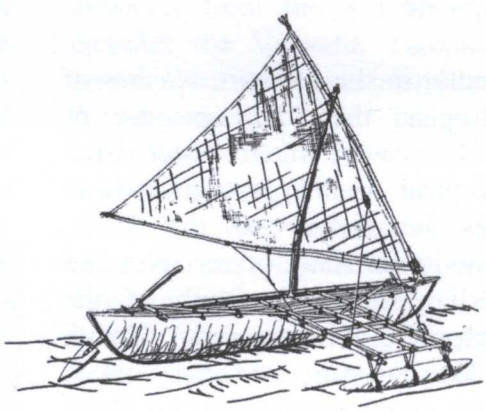
Canoes from the Lapita Complex forming area



Melanesian canoe (New Guinea)



Santa Cruz Islands outrigger canoe



Northern Solomons canoe

canoe of this period have been found. Archaeologists and historians are forced to do some inferences from the local legends or from the actual boats which are still in use in the different islands which were belonging to the ancient Lapita Complex area.

From that it appears two common traits for all the canoes used in this area:

- The hulls are made of tree trunks dugout.
- The sail forms are usually the Oceania lateen sail or the crab claw sail, both being based on a triangular shape with some variations as the use or not of a mast to carry it (In the most western part of the Lapita area some square sails were also in use).

From the far west end of the Lapita area (New Guinea) to its far eastern end (Samoa and Tonga islands) it is easy to notice that the watercraft form evolution is going from the raft form (made of two, three and even four hulls lashed together) to the outrigger canoe.

The first one was evidently built for carrying the greatest load and a lot of people between two close islands as the late one was built for carrying less people and a smaller load with the aim to explore quickly an area between remote islands…

It is interesting also to notice that sometimes two big trunks dugout were lashed together for transporting the greatest load between two places and when the settlers were arrived in a good place they dismantled the hulls for making two separate outrigger canoes which were easier to use in lagoons. That is typically the case at Tikopia where double canoes were used for voyaging as the outrigger canoe, made from one hull of the same double canoe, were used for fishing.

To close this chapter of the Oceania history, it is important to say that the Lapita Complex would not be reduced only to the remains of a piece of pottery as it has been done too often but must be understood as being a great area in which men (as human being) have built a true cultural complex based on a net of maritime and commercial exchanges between islands. The pottery was only a part of this culture even if it is the only record of this use in Oceania.

This article have been widely inspired by a lecture from G. Irwin given in Auckland in 1996 and published in "Waka Moana Symposium 1996". New Zealand National Maritime Museum (1999), Auckland, NZ.

Further reading:

Irwin, G.J., 1992. *The prehistoric exploration and colonisation of the Pacific*, Cambridge University Press, Cambridge, GB.

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THE DREAM COMES TRUE

They have got us used to read their reports about the wonderful life they have aboard their magnificent Tiki 46, Peace IV.

Their actual life is the result of a choice they made many years ago.

Ann & Nev Clement give to us their recipe to make a dream come true...

We often hear people say how lucky we are to be able to live the way we do cruising full time, and it makes me wonder why they cannot see the obvious fact that we are living just the way we want to because we dedicated ourselves to making this dream come true. Seriously.

There are doctors who must dedicate themselves to learning medicine so they can do surgery and heal people. Olympic athletes who dedicate themselves to running fast or jumping high so they can win medals or just show us how wonderful the human body is. Mathematicians are fantastic in their ability to truly understand the deeper why of how things are. That takes dedication to reach those heights. Serious dedication. Well,

saving to buy a boat or working to build one also takes serious dedication. A sustained effort, a refusal to let go of the dream, and a willingness to order one's whole life around the process of making the dream come true. Whatever the dream, it is not going to come true without the effort, dedication and determination to make it happen. It is not luck.

Part one is the decision to take a hard look at recent day dreams to see if any are worthy enough to take seriously. Some are mere whims or we are conflicted about them. For example, I always dream about being thin but there is a conflict within me having to do with crackers, cookies, ice cream, etc. As long as I am conflicted within myself that dream will not come true and I deserve what I get because that dream is not strong enough to hold my attention. I am not mobilized to do anything about it.

I would also like to paddle a kayak but my shoulder was injured and I actually cannot do it safely. I probably will buy a plastic foot operated kayak to get around my disability but it will not quite be the kayak dream the way I want it. But my foot operated kayak will still be fun and healthy even if plastic. Half a dream come true is better than no dream come true. (Perhaps it will counteract some of the cookies and ice cream?)

Sometimes there are conflicts of responsibility. Nev could not sail for decades because family members had health problems and he had to stay home to help. He dreamed and dreamed of sailing, but it did not look promising. Yet he did more than dream, because he read and studied almost all the sailing books he could find. Then I appeared in his life about the time he was no longer needed by the family, and off we went in my old boat. Being available and also prepared for the time when the dream comes true is essential.

Sitting and dreaming is fun all by itself and many folks gain enough satisfaction to make it worth while. Many dreams fit that category and remain comfortable at that level. But other dreams sincerely want to come true. They seem to gain their own life within us and we begin to feel helpless to resist them. These are the dreams to follow into a new life.

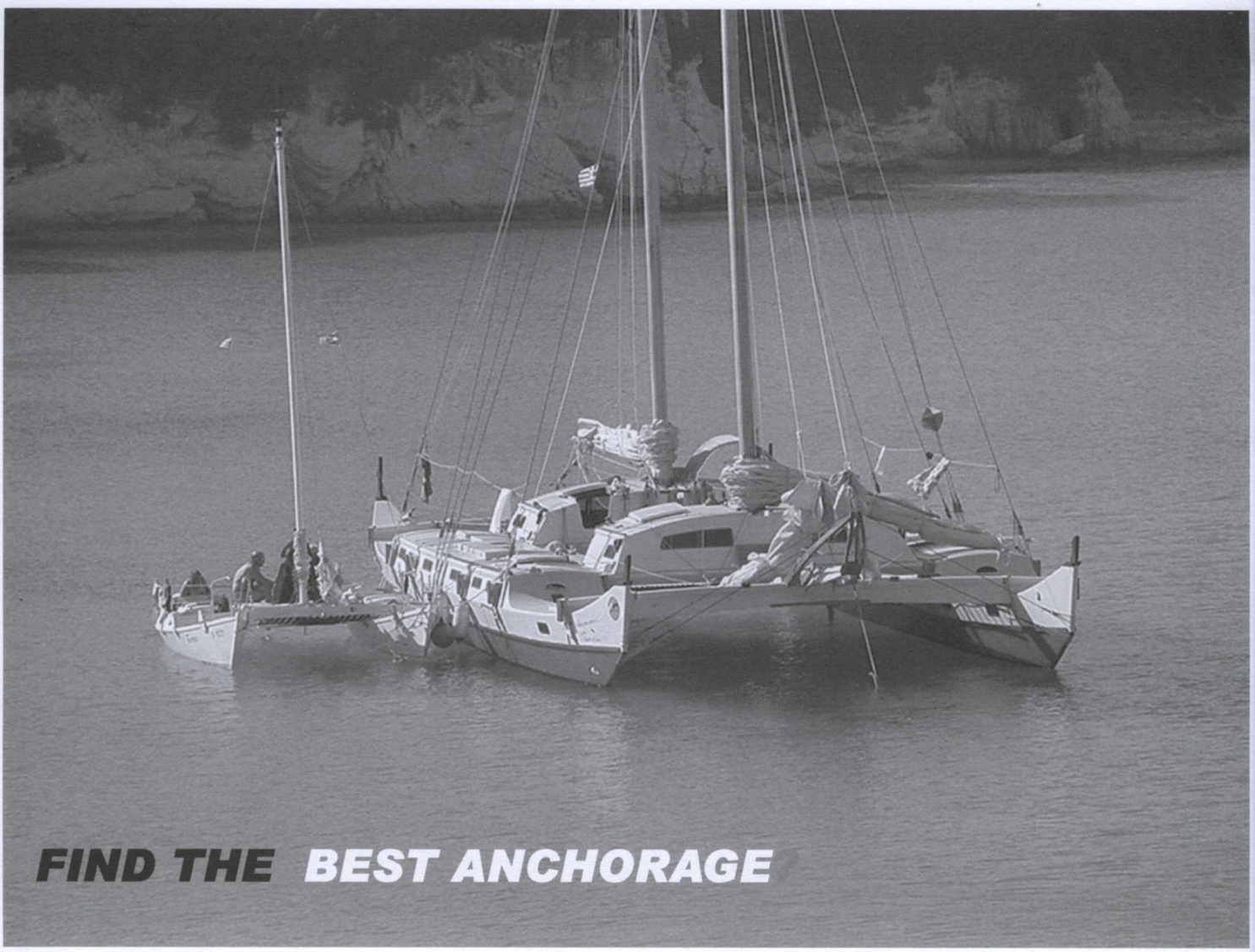
I once spent the evening with a tramp who was operating a well rotted boat down the Intra Coastal Waterway completely happy and free. His philosophy was that if more people would allow the hidden and denied dreams deep in their souls to come true, the world would be a much better place to live in. There would be less frustration, less resentment, and great joy to share. This tramp had a tremendous influence on me. I realized that I was standing in the way of my own dream coming true and a year later I left home and went cruising by myself.

Once the first steps are taken to make a dream come true, others will become energized and want to help you succeed just to take that little part in the effort. Well wishing, lending a hand, sharing some material needed or teaching a skill will bring them joy. The hope may grow within them that they also might have the courage to make a dream come true in their own lives.

For some reason we deny these secret and cherished dreams. Mostly they are innocent and it is tragic that we deny ourselves the sweet satisfaction of making them come true and sharing the joy with others.

Love, Ann and Nev

The risk is to get the happiness...



FIND THE BEST ANCHORAGE

If the pleasure of sail could be at sea for some of you, it is undeniable that for most of the cruising crews the pleasure is at call.

But the best anchorage is in essence a subjective point of view.

For some it must be in the tropics. For others it is in a Norway fjord or in the river just under their home windows...

Ann Clement tries to have a rational approach for finding a good anchorage...

When I first started cruising in my old monohull, there was no money and great freedom. I needed to learn saving ways in the galley and there were good cookbooks to help me with that. But the freedom to go anywhere meant I needed to know where I wanted to go, and finding that information was not as easy.

Most of the sailing magazines are geared for the charter boat trade or for sponsorship events and rich budgets. So they might have a lot more interest in harbours where there are fine restaurants or casino gambling, rental

moorings etc. Not what I wanted at all, with or without money to spend.

I had to decide what I did want and my list included uncrowded anchorage with good holding and appropriate protection plus scenic environment and nice walks ashore. A market or hardware store was essential now and again too.

Since most distance cruisers are interesting and fun to be with, I was happy to have just a few now and again for company because I was a sociable but solo sailor back then.

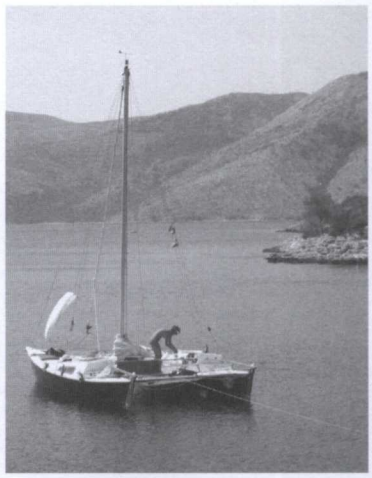
I soon settled on a routine that was perfect for me. I carried a local map (like a state map) with me everywhere. I also carried a pastel felt tip marker. Then whenever a cruiser from the local area or local person visited me, I asked them to mark my land map for me with a little dot in three places where they recommended I go. After I had five dots, I just knew I wanted to go there because five locals had recommended it. Often they put their home telephone numbers right on a five dot anchorage if they lived nearby, and when I got there, I phoned them and they would take me home for laundry or grocery shop etc.

As a single handed woman I stood out back then and drew interest. But now Peace IV is the thing that stands out and certainly draws interest as all Wharrams do. She flirts, I am sure of it. Dinghies turn right around to come over and folks just start asking questions. In no time they are aboard and we can ask about local anchorages, grocery and laundry facilities, etc. We still have state maps aboard and I do ask folks to mark them with the pastel felt tip marker.

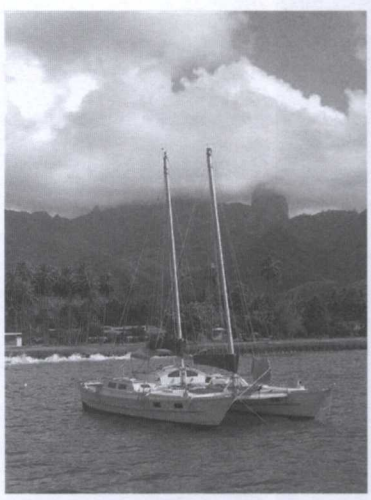
Sometimes I want to know where there is a nearby spot to hide in case of a hurricane. These are dots with circles around them. If it is a place near us, we like to go take a look at it for future reference because our autumn sailing is during hurricane season though fairly well north so unlikely to be affected. Unlikely, but not totally safe.

I also have notes in the margins about grocery stores, hardware stores, names and phone numbers of friends with cars, etc. We can thank these shore side friends with a day sail on Peace IV or a meal aboard to watch the sunset while eating some of the fresh food we got at the supermarket earlier that day. Over the years, relationships deepen. With us these days, we are simply doing the snow bird run from Rhode Island to Bahamas, but that is a trip area with thousands of places to anchor. Our little system with state maps and felt tip markers works well for us, costs next to nothing, and has become a treasured resource.

Ann Clement



For most of us a good anchorage should be secure, calm, with a nice landscape around and, as much as possible, sunny...



AUSTRIAN WHARRAM AUTUMN MEETING 2008

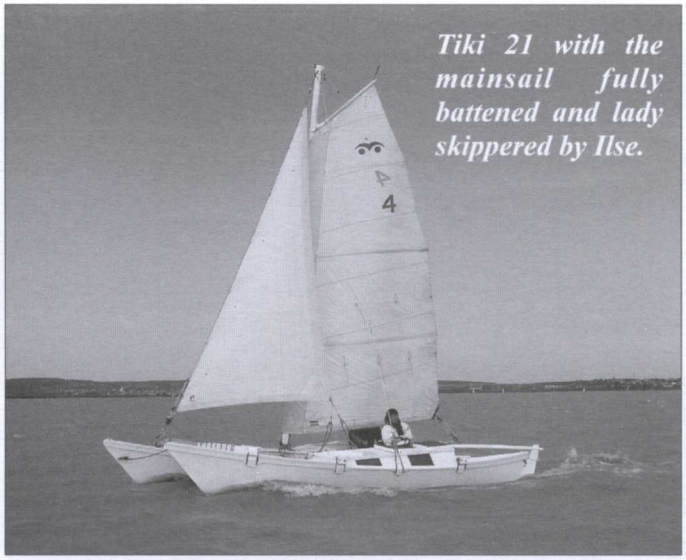
We have been used over the years to the Austrian meetings organised by Gerald Winkler and his enthusiast friends. As one meeting was not enough for those Wharram addicts they decided to sail also in autumn. And this time again it was a thrilling sailing adventure...

This year we organized a pure boat and sailing meeting mid September. Usually the main event is the classic summer meeting in July, where you can join in on various occasions, with or without boat, on water or on land. Of course sailing meetings are heavily depending on the weather. As we had splendid summer weather beginning of September interest in the meeting was very good. However, a few days before the meeting the forecast was disastrous. From summer to winter within a few hours, from 30 deg C sunshine to 5 deg C and rain and snow down to 1000m. The Neusiedlersee has a very special climate (not so much alpine, but rather pannonian, which is dry and sunny) and finally we were lucky, we had a bright day for the meeting, with

moderate temperatures but a lot of wind.

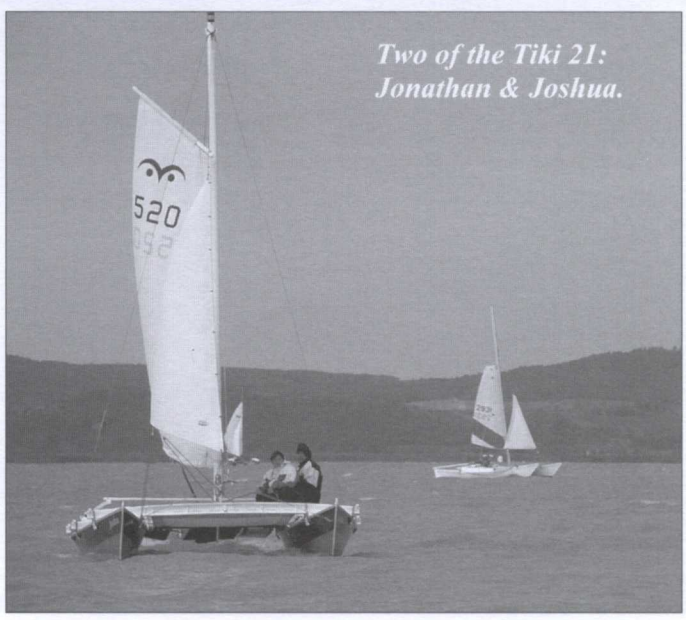
In the morning of September 13th wind was blowing with solid 6 to 7 Beaufort. At the marina Podersdorf we met Johann and Susanne Auer, who sailed up from the south the day before on board their beautiful Tiki 21 Jonathan *(see the cover)*. They had the tent up and were waiting for the wind to soften a bit. After a chat, we dropped our lines having one reef in main and genoa. As we had to go upwind, we tried to avoid the chop and crossed over to the Westside, where we expected flat water surface. We did not press hard and could enjoy fantastic sailing, most of the time above 10 knots, sometimes up to 12 and once 14.5!!! Even without waves, Kananaskis, our GRP Tiki 26 was sailing a bit wet, but we enjoyed every minute and were thankful that we decided to go for good heavy weather suits. Around lunch time, the wind has eased, sun did come out. We reached the Bauminsel, the meeting point and soon were sailing in company with other trailer Wharram catamarans.

Boats dropped anchor and soon the raft did grow and grow. We meet old friends and new faces and we could also welcome a newly completed boat. We have now the third Hitia 17 on the lake. It has been superbly built by Helmut Rieder for Michael Brose,



Tiki 21 with the mainsail fully battened and lady skippered by Ilse.

Tiki 21 Joshua with a Topcat rigging.



Two of the Tiki 21: Jonathan & Joshua.

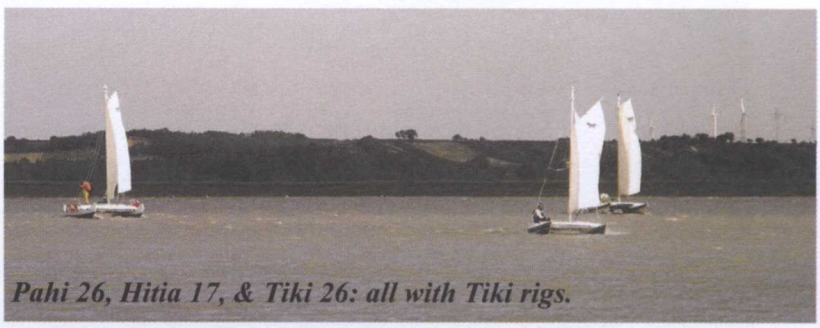
Mien Seuten, the Hitia 17 at full speed. Note the aero generators in the background.

who is usually sailing a Tiki 26 with his family. The Hitia has the same sail plan as the original design, but instead of the sprit rig she has a gaff rig, with fully battened main and roller jib. Beautiful and fast. Michael organized a little christening ceremony for 'Mien Seuten' with Champagne and salmon sandwiches. In the afternoon there were 12 Wharram catamarans (mostly Tiki 21 and 26th, a Pahi 26, a Tane, and the Hitia) and a F24 tri rafted up, the largest raft since some years.

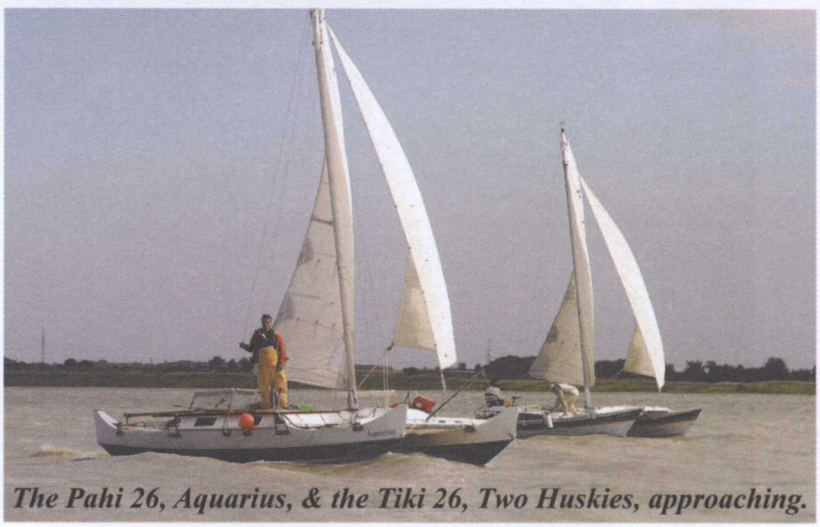
Around 4 o'clock anchors went up and the crowd set sails southbound for the city of Rust. Winds did further ease and it was a great view of harmony to see the fleet heading into the low standing sun. However forecast was still very bad, temperature to drop to 5 deg C and rain next day. This made most of the boats head back later. The hard core sailors continued and sailed into the canal of Rust, where we arrived in the evening at the inner town harbour.

The biggest raft since many years.

Here we met for dinner and drinks at a historic house where a little private brewery was run by the owners. We hoisted sail around midnight and had a romantic full moon sail northbound. Kananaskis logged constant 6 knots and we enjoyed the beautiful night sail. For completeness sake I have to add that it was …. cold. At Oggau we stopped and dropped anchor for the rest of the night. We continued under a grey sky the next day home.



Pahi 26, Hitia 17, & Tiki 26: all with Tiki rigs.



The Pahi 26, Aquarius, & the Tiki 26, Two Huskies, approaching.

Interesting that at least three Wharram catamarans on the lake have lady skippers, like Ilse on her Tiki 21, which you see only rarely reefed, or Trixi sailing also a Tiki 21 'Lucy in

the Sky' or Renate on her Tiki 26. A few other boats are 'unofficially' skippered by the 'First Officer' and very well managed (sound familiar – hee-hee?).

I want to invite Wharram enthusiasts to join us for meetings in Austria. There is a lot of competence of building and sailing and much more a great variety of characters and we have a lot of fun. The next one will be a social meeting in winter – plenty of time to talk boats. The main event will be the sailing & social meeting mid June 2009 at the lake. There are good public (free) or marina facilities (app 8 EUR/night) available. Also crossing the border to the Hungarian part of the lake is no issue at all any more. The area is well suited for holidays, preferably water sports (sailing, windsurfing and kite surfing) because the good wind situation and also well known for its wine. If you consider to join in, watch our website or get directly in contact with me (awc@gmx.at)

Gerald Winkler

Up: boat discussion on board.

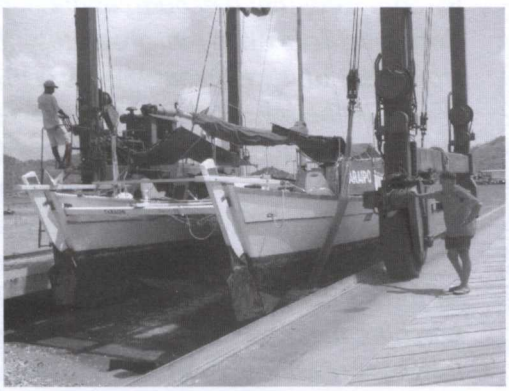
Middle: the first officer Brigitte at helm on Kananaskis.

Left: coming for building the raft.

Caribbean

Here is a picture of Taraipo being squeezed in an 18 foot wide Travelift in Carriacou, in the Grenadines. Early March 2008. We have now hauled-out a total of 3 times in 6 years, in Trinidad, New Zealand, and Carriacou, without any obvious stress on the poor old boat which is now more than thirty years old…

John Jameson, Taraipo



Denmark

Here at the Viking Ship Museum, Denmark, we just finished a weekend of square sail seminar with Norwegian and Swedish square sailors, including one from Isle of Skye (!). I send you some photos later but here is one from the small longship I sail at when James & Hanneke visited Roskilde at the return from Dublin of our Sea Stallion, young Jamie had joined the trip. (Hanneke's photo)

Else Snitker

UK

Tahiti Belle (Tiki 31) lived in Attrills Yard in Bembridge Harbour for many years.

Refitted, Paluaa Tu (her new name) was finally launched on the 1st of September and sailed to her mooring in Cowes averaging 6 knots touched 9 briefly.

After the disastrous summer I hope to sail a bit now.

There was a Tiki 28 in Bembridge at the weekend but I didn't manage to catch up with them even though I left a message at the harbour office, so apologies to them if they pass your way.

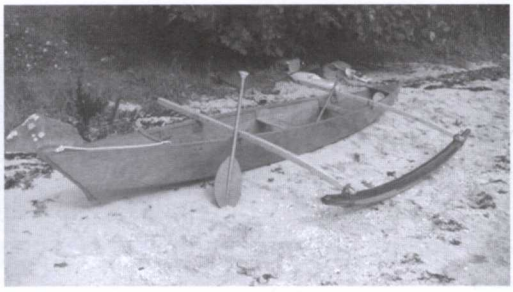
I will try and put an article together soon about the rebuild of Paluaa Tu.

Regards.

Guy Willing

Jim Goodman after having built his Melanesia, *Samaki*, have joined us as new member of the association.

Welcome to him.



This column *(as the rest of the mag)* is yours.

Don't hesitate to use it for giving to us some news about your boat, your sailing parties or voyages.

Even a single photo with few lines could be published in your mag.

We hope to get some news from you soon.

Rémy.

50 Years of Seagoing Coastal Trekkers Designs

By Gerald Winkler

The Wharram story began with a relatively small seagoing catamaran 50 years ago. TANGAROA was a little boat, just 23 feet LOA. She proved to be a seaworthy design at her crossing of the Bay of Biscay after leaving England in 1955. Nevertheless there was a lot of room for improvement. After the Atlantic crossing James Wharram clearly recognised and analysed her strong and weak points. He started to design a portfolio of catamarans based on the lessons learnt and did stick to it without any compromises until now. Contrary to other designer he did not neglect the wish for smaller seagoing cruisers.

Now, after 50 years many, many voyages were made in small (less than 30 feet) Wharram catamarans; some were spectacular, some far away from the public, some made remarkable offshore trips and others did remarkable undertakings by means of trailer sailing. It would be impossible to compile a complete report of all these 'epic' voyages. This article should give you examples and a flavour of what can be achieved. Did you know that the Atlantic ocean has been crossed already seven times (*) by Tikis ?

In the early 70s some Hinemoa have crossed oceans as the Atlantic.

PIONEERING PHASE

Tom and Carol Jones could be considered pioneers in small Wharram deep water cruising. Summer 1975 was considered as disastrous between the American East coast and the Bermudas. They did a lot of cruising in this area onboard their 23' Hinemoa TWO RABBITS; they were offshore when the wind increased – Hurricane Blanche was closing in: *"We changed to smaller sails and kept her moving, we were finally reduced to storm jib alone, while force 7 streaks were on the water. The taller the forestay, the shorter time a storm jib can be used without shaking the boat apart – on Rabbit with her 16-foot fore stay, the storm jib saw us through a force 11. We were below, and Rabbit was self steering herself, with her helm lashed and her storm jib flat amidships. There was not much to see, because the air was full of water and the water so full of air that the distinction were hard to make. When the wind blew hardest – we were about 30 miles from the eye. Both boat and crew survived without losing anything, breaking anything, or hurting the crew."*

In the late 70's another 'Wharram Discipline' started: Trailer Sailing. Because of the nature of having two canoes put together, Wharram designs are easy to be taken onto a trailer. If you keep things simple and make a few adoptions, it's a perfect boat to take with you even if you have only a few weeks of holidays. The first reports stem from Trevor Clarkson. He was living in Germany at that time and he trailed his 23-foot HINEMOA preferably to Greece in the summer. Once when crossing the Aegean Sea bound for Turkey they did stopover at the island of Psara. *"All the little harbour offered were a restaurant and barrack. Later that night, a Greek with a rather sinister expression approached the boat. He*

surveyed everything very thoroughly and deliberately, then addressed us in broken English: "This boat is no good" and added while looking at the hulls "Man sleep here; woman sleep there – no good"

The smallest Wharram Catamaran which sailed around the world was, for many years IAORANO, a Tangaroa Mk I (34'), built and sailed by Wolfgang Wappl. He started building in 1977 in Vienna and launched her in 1981 in Grado – Italy. Together with his girlfriend he sailed the blue water route around the globe and returned to the Mediterranean after six years. He reported that they didn't do too badly and had just a few cosmetic points for improvement. He also proved that even an early classic Wharram in cruising mode could be fast, doing a fantastic 224 miles a day. This circumnavigation held the record for a long time. It was the third circumnavigation of a Wharram catamaran at that time (other Henk de Velde – ORO surviving cyclone Oscar and John Margarson – NARAI).

Another epic voyage was made in the early 80's, this one in newer design, a Tikiroa / Pahi 26. Glenn Tieman left San Diego – California for a life time adventure in 1983, he sailed down single-handedly the coast to Mexico, later he sailed on to Hawaii and after visiting many different islands he reached Thailand in South East Asia. He was the first who had crossed the Pacific Ocean in a small Wharram. Later he lost his Pahi 26 PEREGRIN in the Philippines, but could rebuild her.

The Glen Tieman story

Glen wrote about his ups and downs enroute to Mexico: *"...the wave crests were exploding out of my path by PEREGRINE's bow. Just as I rounded the headland I saw darker water only 100 ft away. I knew it was a fatal sign but with only a second to react I was paralysed. I looked aloft and was terrified to see the mast flexing and pumping down the deck into various 'S'-shapes. It lasted only a second before the masthead pointed towards the horizon let go with a crack like a gunshot and the top three feet of the mast was on deck. It was actually a relief to have same sail off and my speed reduced...."* Glenn had made his mast from a 20$ old solid wood spar and he could repair it. He was rewarded a bit later: *"averaging 100 miles per day, I sailed on to Bahia Tortugas. Entering the wonderfully sheltered bay right at dusk, so filled me with relief and joy at the unspoilt beauty that was surrounded by dolphins, birds and whales, I laughed and yelled with happiness..."*

Several Pahi 26 have successfully sailed long distances.

On his way to Hawaii he had a Canadian crewman onboard: *"the boat was sailing in a very light breeze. The jib sheet flicked a cooking pot off the deck into the sea and Bernard dove in to swim for it, not realizing how slow people swim. He could not get back to the boat even after I turned beam on luffing so, I lowered the sails and rerigged for tacking. By that time I could only see Bernard's head on a wave crest very infrequently but was able to tack back to him and he was safe...."*

He stayed in Hawaii for a year and then continued: *"From Hawaii I stopped at uninhabited Palmyra Is. for a few weeks, then American Samoa, then Western Samoa where I lived with a family in a village for about two months. Next to Fiji where*

Small Wharram Cats voyaging

The classic design Tanenui seems to be already a « big boat »...

I spent most of my half year at Savu Savu on Vanua Levu and worked for a yacht charter outfit to make a few dollars while improving the boat. I sailed back east from Fiji out through the Lau Islands against the trade winds during hurricane season to Vavau Tonga. Then back to w. Samoa, then to Niuatobutabu Tonga, which is closest to Samoa, then back to Samoa one last time. Finally on my way out of the south pacific I sailed to Tuvalu, spending a month each at the capital Funafuti and Nukufetau, the first place I went where the local people sail, and that in real proas. Continuing northwest across the equator, next was four months in Kiribati. The usual anchorage at Tarawa is rough but Peregrine's small size allowed her to fit into a small ferry harbour. I spent about two months living with a family at the outer island of Abemama. That was a high point in spite of hatching Hepatitis. After checking back out through Tarawa I spent a year sailing through vast Federated States of Micronesia stopping at about ten islands, including the most traditional in the pacific. That's the end of the pacific since from Micronesia I sailed into Asia. The last four years of cruising were between Philippines, Malaysia (where I sailed up several rivers) Singapore and Thailand following the monsoon winds so as to run west across the Sulu and south China seas and straits of Malacca with the wind then in summer run back the other way. In 1990 Glenn lost his boat in the harbour of Cebu in the Philippines (Typhoon Mike) but wrote:*' now many scarfs and many butt blocks later , Peregrine is coming together.....*"

In the late 1980's Coastal Trekking and Trailer sailing of smaller Wharram catamarans became quite popular around the world, a few examples: Pahi 26 AMAZON built in western Canada was trailed by Bill Gardam to Florida for extended cruising in the Bahamas (including a lot of equipment on deck); in the same year Ed Bears (nomen est omen) sailed his Tane Nui FIREWOOD some 700 nm from Vancouver (SW Canada) to St Rupert at the Alaskan boarder; on the other side of America Gene Perry sailed his Tiki 21 PAHLIULI down the coast to the Florida Keys. Gerhard Bobretzky sailed in Europe from the Adriatic Sea to Turkey and Mike and Jenny Wynn trailed GRATITUDE (Tiki 21) from England to Yugoslavia and sailed down the Adriatic Sea from Krk to Hvar.

This was topped by the Hitia 17 journey by Pierre and Marie La Plante in NE Canada. They sailed SKUA down the St. Laurence river, visited beautiful inaccessible country: They sailed during the day and camped at night. SKUA was junk rigged and Pierre was satisfied with the rig but had his problems with the hatches and the trampoline. The boat did quite well: *"we hugged the coast towards the east with the prevailing westerlies and habitually sailed 2-3 miles offshore, but occasionally had to sail some open stretches. Baie des Chaleurs mouth was a memorable crossing, we had then a force 6 on the beam with steep breaking waves but with no jib set and the main well reefed we were very safe although quite wet and cold.*"
They logged 750 nm during their journey which ended at Cape Breton Island (between Nova Scotia and Newfoundland !!!!!)

FIRST TIKI TRANSATLANTIC

In March 1990 Bob and Dan Beggs set sails in England bound for Belize – Central America for the first Tiki 26 transatlantic and the first one in a small Wharram after the TANGAROA trip (apart from the Atlantic circuit, sailed by the Jones's onboard VIREO, a Wharram style 27 footer in 1979) ; its been quite early during the season and the Bay of Biscay gave them a hard time, wind gusting up to force 9 and they were reefed down but still making 8 knots, later between La Coruna and Madeira again they encountered very difficult conditions: *"..soon blew at gale force, and the waves increased in height to about 35 feet. We were soon surfing down them at speed in excess of 15 knots. The waves began to break along their tops, causing the cockpit to fill with squirreling white water on several occasions, but this quickly drained out through the outboard well"* (its been a GRP boat, all of them having the outboard well in the cockpit). *"As we approached the Madeira Archipelago the weather seemed to deteriorate further, so we ran before the wind, heading for a small island called Porto Santo. As we approached our haven the huge Atlantic rollers were running up against the shoaling sea bed, this forced the sea to heap up, and toss TIKI around at some very alarming angles. This exaggerating movement caused two of the rope lashings which bind the beams and hulls together to loosen..."*

They did some repair work and continued to Tenerife (Canary Islands) from there they sailed across the Atlantic to Antigua; the crossing took them 21 days covering 2850 nm, the continued via Jamaica to Swan Island (hunting for a good map of Belize); disaster struck May 19th 1990 when they hit a reef a few miles before they could reach their final destination. *"The first rays of sunlight had just kissed the horizon, when suddenly we struck a coral reef, the next wave lifted TIKI and slammed her onto the reef. The breaking waves and the surf continued to push TIKI further onto the corals, until we were firmly stuck. Both hulls were now holed and slowly filling with sea water..."* Via Ham Radio their Mayday was received and they were rescued by the British Forces, but the boat was lost. Nevertheless the Tiki design could be considered as very well proven.

Even a standard Tiki 21 can cross the oceans...

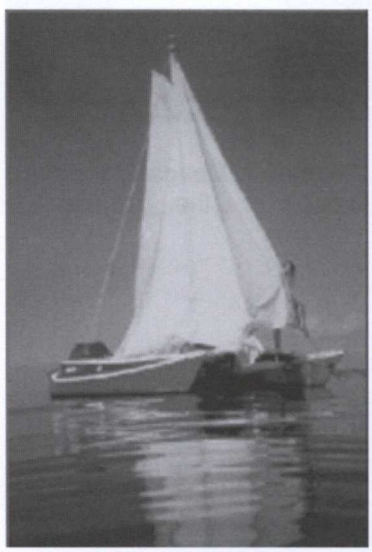
TIKI 21 AROUND THE WORLD

If we talk about epic voyages then there is one which can be considered as the ultimate – Rory Mc Dougal's circumnavigation. Tiki 21 COOKING FAT was built real solid but only spartanly equipped. With no engine her motor were the wind and the skippers energy and determination. He met the Wharrams enroute. What a man.

The Rory Mc Dougal story

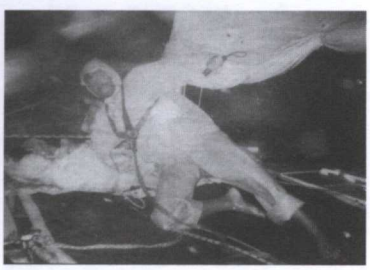
A year later another epic voyage started, on August 6th 1991. Rory Mc Dougal set sail and headed south from Lands End – England. Steve Turner introduced me to Rory in 1990, when he was building his famous Tiki 21 COOKING FAT. She is an interesting boat, basically a GRP boat, but in addition traditional bulkheads were fitted in (not necessary on the GRP design) and she had a deck and cabin style like the Tiki 36. Originally Rory wanted to go around the world in a 18 foot beach cat... However the Tiki was a good choice. COOKIE did well in bad weather, could sail very fast

« Cooking Fat » stuck in a calm.



Small Wharram Cats voyaging

« Cooking Fat » at the mooring.



Rory Mc Dougal during one of the tropical storms.

(eg heart breaking surf through the Strait of Gibraltar), could stand some payload (remember the deck chairs & windsurfer on her foredeck in the Tasman Sea at F8?). Like many others, he encountered very bad weather after leaving the Canary islands:

"...Canaries harbours were bashed by F11 winds, accelerated between the steep mountainous islands. COOKIE rode out the storm very happily to a 1 sq.m. sea anchor and 250 feet of nylon warp set over the sterns. She tended herself, allowing us to stay dry below and to rest. In fact the situation felt so settled and relaxed..." It took him 29 days to cross the Atlantic (2800nm), *'Arriving in the Caribbean was thrilling. I was especially proud to enter on my own brave little craft. No engine and no electrics. Just a sextant, 10 –year-old reduction tables and a compass.'* Following Rory's statement you can say that the size of the cat was only secondary – big achievement. He then sailed on to Panama. The passage through the canal is difficult for an engineless boat. First Rory tried to be picked up Piggy-back on a freighter, but this was not allowed by the Canal administration. Finally COOKIE was towed alongside a Swan 42. From here he sailed single handed. Rory was using a self steering system named 'Harry' which became a legend as well. *"For some wood, glue, bolts and string, I thought that Harry was a fantastic helmsman. He could cope with any strength or direction of wind blown at him..."*(**) He took a rather unusual route across the South Pacific, because he did not want to spend the required cash at the Galapagos islands nor to pay a bond in Tahiti, which is required for visiting yachts. Rory was in a hurry to meet his girlfriend in New Zealand and consequently sailed quite long stretches having stops only at Easter Island, Mangareva and Rarotonga onto New Zealand. The final approach became difficult and became an endurance test: *"A succession of low pressures bombarded us, sweeping up from the southern ocean, creating rapid weather changes and plenty of work on deck. The weather gods wanted the last word with three gales in succession, forcing me to lie-a-hull for 7 days. It was August, the depth of the southern winter, and I had no gloves or sea boots to defend my tropical limbs. When cooking fuel ran out I survived for nine days on rice and pasta, softened all day in cold water. It meant even more energy lost for battling on, both physically and mentally. However at one's lowest point there is only one way to go – up, and forwards.'* Other boats were heavily damaged in the same storms, Rory's resume: ' *Without doubt I owe my life to the fact that COOKIE is a deep-displacement, low freeboard catamaran built for strength and not lightweight speed."* He dropped anchor there for almost 4 years. After concluding that this was long enough he started again in May 1996. Across the Tasman Sea, up the Queensland coast of Australia, Darwin, Bali, Singapore, Malacca Strait, Sri Lanka, Aden, Red Sea, Suez Canal (first time use of an engine onboard Cookie), Mediterranean, Gibraltar, *"...Lisbon was quite an occasion as Cookie crossed her outward tracks of 6 years earlier. Well done Cookie! We have officially sailed around the world. Finally some favourable winds winged Cookie and crew in one hop up to the NE of Cape Finisterre and a perfect spot to head off across Biscay. I could almost smell the shores of*

England.... "Rory arrived just in time to join in directly to the PCA meeting in Millbrook and finally arrived home in Dartmouth August 23rd 1997.

OCEAN RACING

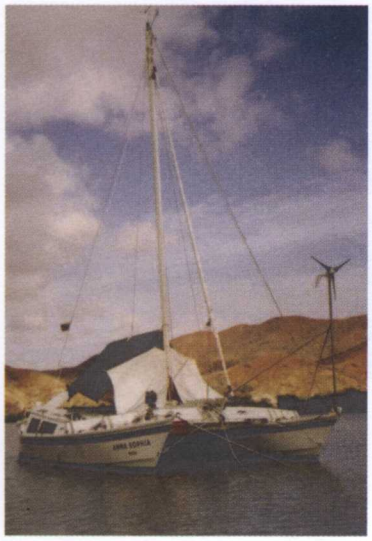
Bob Beggs set out June 7th 1992 from England and crossed the North Atlantic in 28 days and 14 hours. He was competing in the Europe 1 STAR (Single Handed Trans Atlantic Race). He returned with crew via the Azores back to England in September. His boat was a GRP Tiki 26 named SHARING THE CHALLENGE, with only a few modifications. To sum it up: he and his small Wharram catamaran did extremely well. His crossing time was compatible in all classes. Before the start you could see all the big multihull racing machines and in between the Wharram crowd. Bob did only run twice into trouble: During the race the mast head shackles were coming undone. He dropped the mast in the middle of the Atlantic and after repair got it back up. The trick did his huge spinnaker pole, acting as an arm, attached at the base of the mast to help with the lever angles to re-erect the mast. It's a bit of an irony that the shackles were on the check/repair list before the start. Somebody replaced the old ones without ticking the item off on the To Do list. Someone else again replaced them – but with the old outworn ones.....The other issue of trouble was water coming in. Bob noticed at the end of the first week that the port bow was deeper in the water. He bailed 20 gallons out of the forward hold, but could not trace any visible cracking – finally plenty of Silkaflex did the job (a pre race problem caused the leak). Bob's participation in the race brought a lot of knowledge and improvements for the Tiki 26's, such as spray hoods, hatches, autopilots, osmosis pumps, central long spinnaker pole and it proved that GPS is wonderful or that the rope lashings do work (& hold) well under heavy conditions.

« Sharing the Challenge » just before her crossing in the single handed transatlantique race.

Patrick Dowman picked a few ideas up for his remarkable voyages from SW England to Ireland and to Brittany. This area provides no family weekend sailing – it's rough out there. He added to his Tiki 26 MEIRA an electric autopilot system and spray hoods similar to the ones SHARING THE CHALLENGE had. Because of the rough nature of the area, he started to experiment with deck pods. He was one of the first to add a solid deck pod, his pod designs were later much improved.

Trailer Sailing activities increased a lot in the early 90's, a good example is Austria. It's a land locked country from where dozens of trips were made to the different shores around Europe, but predominantly to the central Mediterranean. Interestingly enough in most cases Tikis were used; they can be assembled pretty fast. This is a key point, otherwise its getting complicated and tiresome and people lose interest after their first trip soon.

"A key issue are the trampolines – you can lose hours if you haven't a simple way to fix them and....we had changed our beam lashing system from the original rope to a webbing strap and SS ratched buckles system as described in a PCA. We left Vienna early in the morning and after a long day had our Tiki in the water and



Anna Sophia

Up: Meira

Bottom: Magic Carpet

loaded to sail away in 2.5 hours from the trailer.... We set sail next morning heading for the southern Adriatic..."

3500 MILES NONSTOP

In August 1998 Nicolas Vivier set sails in Camaret (West France) in his Tiki 26 BICAP. He crossed the Bay of Biscay without any difficulties. He continued via Madeira and the Canaries, then crossed the Atlantic and arrived in French Guiana, the crossing took him 3 weeks. During spring he went up north in the Antilles. Because of time constraints he sailed back from Guadeloupe directly !! to France. Probably the longest non stop trip of a Tiki 26 so far, app 3500 nm, which took him 45 days. He comments: *"It was quite a long crossing, far more difficult than the first one, although I had no big trouble with my Tiki. Apart from light winds I had a few gales, especially 4 days with wind force 7-9. The cat behaved very well though I worried, unnecessarily, about the rudders. I didn't have one but I'm convinced that a Para-anchor would have been useful and that the Tiki 26 could endure heavier weather with it."* That's an important statement and underlines his seamanship and the seaworthiness of the Tikis on the occasion of this North Atlantic circuit. Nicolas suggested after his two Atlantic crossings 3 points for improvement: 3HP outboard, tent to each hull, electric autopilot.

ATLANTIC AGAIN

Not too much Wharram sailing activities in the South Atlantic or not known to community, such as the South Atlantic crossing of Brian Walker on his Pahi 26 – MAGIC CARPET. He has rigged her with the Tiki soft wing sail and has added a little deck pod. He left Port Owen in South Africa May 1st 2000 for St Helena (19 days) and from there to Brazil (17 days), he considered the trip: *"...across atlantic was wet windy a bit of a rough one..... but...Magic Carpet sails like a dream and surfs down waves up to 16 knots averaging 6knts over 24 hr period, that was the best run."*

The same year the Atlantic did see Tiki 26 MEIRA again. The new owners sailed her from Portugal to the Cape Verde islands, which they cruised extensively. On the way south they had to face very difficult conditions... *"Tuesday 6/2/01 By 8am, goosewinged with 2 reefs in main. At 11am Will rigged the storm jib as a trisail, sheeted in fairly tight, with lines from the clew to the tillers. This made Meira steer herself an amazing course straight downwind - to within 5 degrees of her course all the time - spooky to see it working. Wind got up steadily through the next day - and by 5pm being steered by Vicki under bare poles again. By 9pm it was frighteningly windy - probably a gale - there were parallel strips of cloud running at an angle to the wind. Under clear sky it added about one force to the wind. The seas were mountainous and all of them breaking. We were getting ready to stream the unreefed mainsheet in a bight when a larger than usual wave picked Meira up and flung her forward. She was hurtling fairly straight and Vicki was coping, until, quite late on, her Starboard bow dug into the water. Meira swung round to beam on to the seas in a flash. I thought she was going over, as the wave she had been surfing on came up to the port hull and broke over it, and us. Nothing of the sort, Meira*

recovered from her blow and lay quietly beam on to the seas." This is an interesting report, about real troubles. It's not clear if they started to experiment too late with drag devices, or if they were at the wrong time at the wrong spot. Nevertheless it clearly shows that the catamaran did well.

TIKI 30
ADRIATIC to SOUTH AMERICA

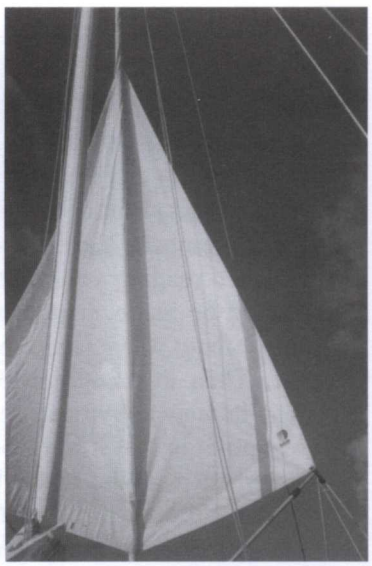
In 2003 the first Tiki 30 Atlantic crossing took place – Gunther and Gundi Zimmermann sailed their Tiki 30 ANNA SOPHIA from November 2002 from the Cape Verde Islands to Guadeloupe across the Atlantic. They have built near Vienna and started out in Italy in 1999. Later they sailed via Greece to North Africa and then via Gibraltar to Culatra, where they met other Wharram folks.

On their way to the Cape Verde islands they used the traditional double jib – tradewind setup: "... *During the following week we had constant northeasterly winds mostly 5 bft (up to 26 kn in gusts) and only two days of rough seas. The rest was pleasant sailing. We used our "tradewindsail" for the first time and were very pleased about its performance. We can use them either with the clews boomed out to each side of the boat ("tradewindsail") or tie the clews together and use them in the normal way (where they cover each other). The big advantages of the "tradewindsail" are the stabilizing effect when sailing downwind and the possibility of easy and immediate reefing when the wind pipes up."*

They enjoyed their Atlantic crossing obviously very much *"...We caught a big dolphin fish (Goldmakrele) just before we could bring it aboard but caught a smaller one in the evening which gave a nice meal next day. During the whole crossing we showed no signs of seasickness although Gundi is normally very sensitive to it. She was able to prepare meals on the spirit stove all the time... A line of lights became visible on the western horizon. When the sun rose at about 6:30 local time we had covered 2124 nm; At 9:15 we dropped the anchor into the turquoise water near the beach just south of Pointe de Folie Anse. The anchor is down, buried in the Caribbean coral sand. The boat sways in a gentle breeze and all of a sudden all the tension is gone and in this moment we realize that we are there, released from a friendly ocean and we first notice the intense tropical green behind that stretch of sand in front of us. Have we ever seen such green trees? Did we forget that there was anything but the sea and us? Have we ever been so happy and so thankful?"*

Nothing to add, in 2004 Gunther and Gundi reached Venezuela and they sailed ANNA SOPHIE again for an other adventure in 2005, exactly 50 years after……

Notes:
**) Beggs 1990, Rory 1991, Beggs 2x in 1992, Vivier 2x in 1989 & 99, Zimmermann 2000.*
***) Details of Harry see The Seapeople #23, 1994*



The twin jibs or « tradewindsail » during the Atlantic crossing.

Sources:
Seapeople Magazines - PCA

Multihulls Magazine

World Wide Web

Two Girls, two Catamarans - James Wharram.

Multihull Voyaging - Thomas Firth Jones

Personal files.

LETTERS FROM PCA MEMBERS

OOPS! Sorry but...

(It seems that my editor's note in the last issue of the mag has created a confusion for some of the readers.)

Hello Remy,
I am member Charles Tait from Florida, USA. I just finished reading your editorial in issue #71. One point should be made. In paragraph 2 you said "But if you think about it, we (as human beings) could be responsible. Then in paragraph 3 you said "Today we know that human activities are causing a global warming. My point is that it must be one or the other! Your first statement was the better because we could be at fault (it has not been proven). I know that is very popular to blame humans for what may be happening, especially with the "Al Gore Loonies" but there is just as much evidence that the warming trend is a natural fluctuation (they have been happening for all of recorded history!) Remember learning about the summer that never was? All of Europe almost starved that year! The lefties have even changed the buzz word from Global Warming to Climate Change! This is because there has been a noted cooling for a couple of years. So don't plan on your "North West Passage" just yet! Since human created "greenhouse gasses" only amount to 2% of the total I think it irresponsible to continue to feed this very controversial message of fear. I hope all is well at the magazine and your doing a great job with the above exception.
Fair Winds, Charles W. Tait , Florida USA.

Hello,
I've well received the Sea People #71
I was a little angry to read on page 5 that the PCA brings its support to the Al Gore dogma saying human activities are causing a global warning!!!!!!!! It's a criminal manipulation against the people to get more taxes and to make a lot of money with the increase of the price of the petrol and with the "green petrol" which kill a lot of poor people in increasing the famines. The main reason of the variation of the temperature on our earth is the activity of the sun and since one year its activity is at its lower level as in 1953 or 1954 so this dogma is a swindle.
It could be better to develop the free energies and to stop to infect the natural plants with the GMO, pesticides, etc....
Bertrand Fercot, France.

Editor's answer: *Firstly I would like to remove a doubt: The PCA will never brings its support to any political party. The objects of the association are to promote the Polynesian Catamarans, their builders & owners, and to encourage the development of good seamanship in all its aspects amongst the association's members. Nothing more!*
The texts published in the magazine are only the authors' responsibility.
I have decided to write this editor's note about the four hurricanes consequences in the Caribbean when I have learnt that they have caused the death of more than 600 inhabitants in Haiti and destructed almost 90% of the houses as they killed "only" 40 people in the Dominican Republic which is the Eastern part of the same island (Isla Hispanolia). Why?
The main reason is the deforestation in Haiti. In the early eighties I have sailed for three years along the Haitian coasts and it was already frightening to notice that almost the totality of the country was as nude as a desert because of the mass production of charcoal. The Haitian population is the second poorest in the world and they cut even the most little twig for cooking... You cannot blame them for that. How to convince someone when he has not even the money for buying a single bottle of water?
The result of this is the total lost of the arable soils which are going directly in the sea when comes the rain because there is no plant, no forest to stop the water streaming and the flooding.
And, for the least I know, deforestation is quite a human activity, isn't it? It is not a dogma, just a noticing.
There is no more corals in good health around Haiti because of the alluvial deposits and, in 1983 already, you couldn't find a grouper fish which was heavier than a half pound as the normal weight is around 30 to 40 kilos for an adult subject..
Concerning the global warming it is known that the production of CO^2 is also linked to the solar activity. Lowest the solar activity is (and actually it is), higher the production of CO^2 is . Nothing is indicating that the industry of our ancestors, 5000 years ago, was big enough to produce a global warming and yet never the Earth was as warm than during those earlier times... Equally the industrial revolution in the early 19th century was not polluting enough to explain the glaciers decline moving during this century.
But there is also the methane which is 20 times more active than the CO^2 as greenhouse gas and the methane is directly linked to the demography. More important is the population and more important is the human activity, more important is the methane production, which one is an accelerator of the global warning...
So, as says Bertrand Fercot in his letter it could be better to develop the free energies than to produce GMO plants which are 4 times less nutritious but produce 5 to 6 times more methane.
I hope this clarification of my writings is clear enough to explain that I am just a sailor who feels himself concerned by our environment. Rémy Roy.

Free advertising in the Ditty Bag for all PCA members. Boats, Plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.
****** Ditty Bag ads will run automatically for 2 issues** (to give other members space). If you sale, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed.*

FOR SALE

No Reserve, Offers Invited.
1 NARAI "IF DOGS RUN FREE" My Sailing Home for 10 years but on the beach as a summer house for last 6 years. Lots of gear but also lots of work.
2 OCEAN BIRD TRIMARAN "SWINGALONG" Sailed her until a couple of years ago, been on a swinging mooring since. Again needs lots of TLC.
3 HOBYCAT 14 on stands, almost new trampoline and foresail, good main, good hulls.
4 Shopping Dinghy about 4m, 25hp Suzuki, plus various other outboards and lots of gear to go with the boats or separately!
5 My house in the village of Culatra is vacant and available at reasonable rent to anyone wanting to view any of above, so while you consider an offer you can enjoy a very different Holiday on Ilha da Culatra ,Portugal.
Gerry Fleming in year book. 00351 289798453 00351916256599 gerryinport@hotmail.com

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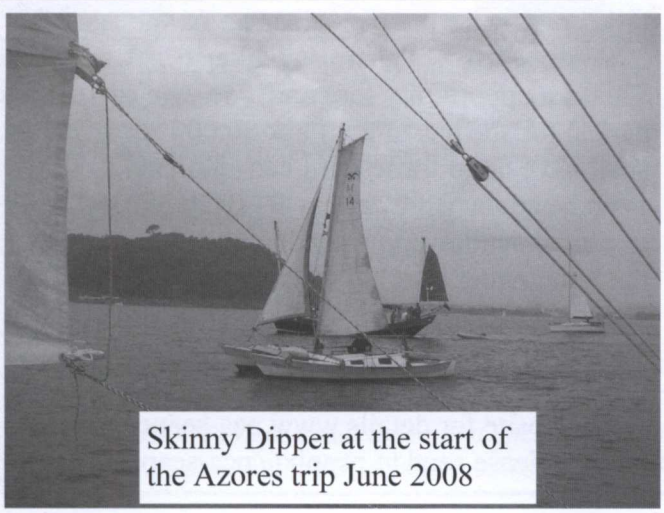
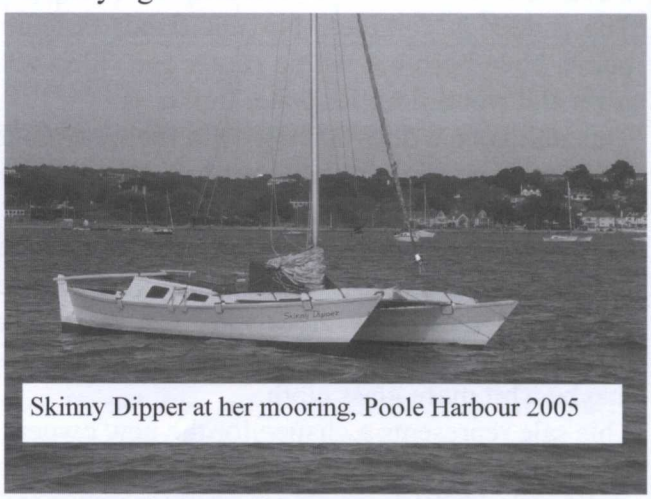
Tiki 26 "2 Amigos" Imagine Multihulls 1991 GRP.
Jeckells sails 2004, Spinnakers, 9.9 Mariner 2005, Tacktick Depth/Speed 2008, re rigged 2006, Solar panel, Lights, Deck Tent, Origo Cooker, fitted mattresses 2004, Anchor, Warps, Fenders etc. Much work done over last few years. VGC.
Lying Poole. Price £12,750
Tel Nigel Dyer 07973840773 or ntdyer@tiscali.co.uk.



Skinny Dipper at the start of the Azores trip June 2008

Tiki 26 - Skinny Dipper - wooden, built 1988 due to ill health, Skinny Dipper is up for sale. Much work has been done to repair rot along a stringer/ hull, & also one beam.
Now fully functioning, & was at the start of the Azores Jester challenge race, the electrical autohelm let us down.
Full inventory to still be done, but obviously sails, ropes & fenders to be included.
Price in the region of £5500, to cover cost of repair material, (plus buying her in the 1st place). Serious offers only please, no time wasters, e-mail hook.ken@virgin.net, or write to the address in the yearbook. Can e-mail pictures of Skinny Dipper. At present lying in Poole.



Skinny Dipper at her mooring, Poole Harbour 2005

Melanesia for sale
at present lying in our back garden, upside down. Repair done to handle at front, & taken to the Beale Boat Show. Price asking for is £200, to pay for costs of the wood, & epoxy, in building the outrigger. Again, serious offers only, no time wasters, contact either by e-mail hook.ken@virgin.net, or write to us, address in yearbook. Can e-mail pictures.

DITTY BAG

Free advertising in the Ditty Bag for all PCA members. Boats, Plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.
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FOR SALE

Tiki 26 unfinished project. Pictures in mag 71
It is always sad when an interesting and absorbing project comes to an end, even more so when the end is not reached due to external factors. This is the situation I find myself in, I bought a set of Tiki 26 plans three years ago, purchased top quality materials from Robbins Timber and to date have completed one hull up to the point where it needs a final sanding and then painting.
The hull has 8mm Perspex windows fastened with interscrews. Both hatches are covered in fibreglass and have 316 stainless steel hasps and staples for security, with the fore deck hatch on hinges and the main hatch on bronze sail slides. The keel has a 25mm x 5mm stainless steel strip for protection. The rudder is complete but not fixed, fastening points have been cut with a router and filled with resin and wood flour for water tightness.
This hull is on a dolly having solid rubber tyres on a 25mm 316 stainless steel axel rod, it is a rugged unit built in 25mm plywood for longevity.
The hull is being offered for sale along with materials for the other hull and most of the rest of the boat (I didn't buy the lumber for the mast at this stage) and you will require more resin and maybe a bit more glass cloth.
This sale represents a chance for the new owner to get a head start in the construction of a Tiki 26 and purchase the materials at cheaper prices than you could source them at today's prices, when purchased the Okume Marine ply cost £953 and the Douglas Fir and sapele lumber cost £757. I worked on the basis that 200 miles off shore in a gale was not the best time to worry about the quality of materials or workmanship.
I found that it took a lot of time to source the materials which cost £3785 and I have receipts for this amount which you will need to prove that the boat is VAT paid. If you already have some ply or timber I am willing to keep it and reduce the price. Make me an offer. Contact me on 07976 209028.
Mike Machnicki.

For Sale: **Tangaroa Mk 1 S** picture in mag 71
Hulls /decks very strongly built 1/2 marine ply, cascover sheathed. Some rot under 2 beam mountings, & 2 cabin ends. Rear sleeping cabin tops are sound, raised giving comfortable sitting headroom. Yamaha 9.9 outboard in box under centre cockpit with wheel steering. Alloy mast, roller reefing genoa, 45 lb CQR + 51 ft of 3/8 chain. 25lb CQR 30ft 3/8 chain & small Danforth . Fenders and lots of rope, etc.
A very comfortable boat. Needs TLC which due to age and health I can no longer give. Asking £2500 but will consider sensible offers. 01208 814628 ansaphone. Mobile 07527 558235. Speak slow and clear please. Address in yearbook .
Peter Green

Tangaroa Mk1. Builder N° 413.
Unfinished project, had to stop work on it due to ill health. 3/8 marine plywood, Wessex resin sheated. All chains and ropes, Jeckells sails, sprit ketch rig. Cross beams and mounting brackets. Includes 35lb plough anchor, 30lb fishermans anchor and rudders. Also, galley fillings, Flavel Radford with burner and grill, and copper bot, enough for all. Polytunnel also available. Many extras accumulated over the year and unfortunately some deterioration. Please contact: 01873 850 600
David Greenwood

Pahi 42 for sale: picture in mag 71
I wanted to build a Captain Cook (pahi 42) and sail her to Australia and New Zealand. Before I started to build I believed it would take me 1.5 - 2 years to have her in the water, but it took me 10 years. I lived on the boat for several years. About two years ago I moved in to a flat and was unable to keep up with the maintenance. At the age of 71 I now need to sell her, and like to get an offer. This is a opportunity for some one who can use his hands, for she has to go, I ask 30.000 euro, but she shall have to go for less if I can't get that.
I can be contacted by phone 31 0320 880380,
or e-mail sundower@wanadoo.nl
the Sundowner is at Lelystad in the Netherlands.
Gerard Janssen

Ditty bag is now available online via the PCA Forum see website for details www.pca-seapeople.org
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Sweatshirt (Sizes S to XXXL)	Colours: W, NB, Bk, Bl, R, DNB, BG, Bg, H, O, SB, GR, P, EG, Kg		£16 each + P & P	

** for XXL & XXXL sizes, please add 0.50£ per item

Colours: W= white, N= natural, A= ash, NB= navy blue, Bk= black, BG= bottle green, Bl= royal blue, Sb= sky blue, S= sunflower, Z= zinc, K= khaki, OG= olive green, R= red, Bg= burgundy, DNB= deep navy blue, G= gold, GR= grey, O= orange, H= heather, P= purple, EG= emerald green, KG= kelly green

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Burgee : UK: £ 0.75 Europe: £ 1.40 World: £ 1.75		
Clothing items: UK: £ 2.50 first item, £ 2.00 each extra item **Europe airmail: £ 3.00 per item** **World airmail: £ 5.00 per item**		
Credits cards we can accept are Visa & MasterCard		
Payment with order in Sterling cheques (or credit card) as priced above. Please **add** equivalent of **£5** if non-sterling cheque for our currency conversion costs.	**TOTAL AMOUNT:**	

Your Name (as shown on credit card): ..... First Name: .....

(In case of credit card payment): Card Number: ..... Card expiry date: ...../200....

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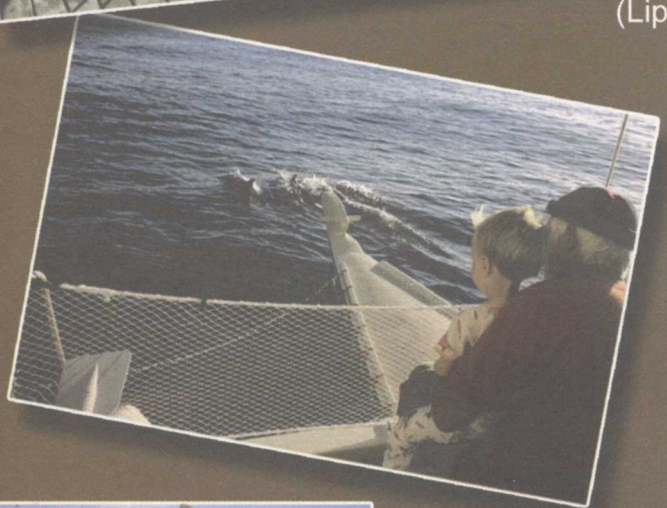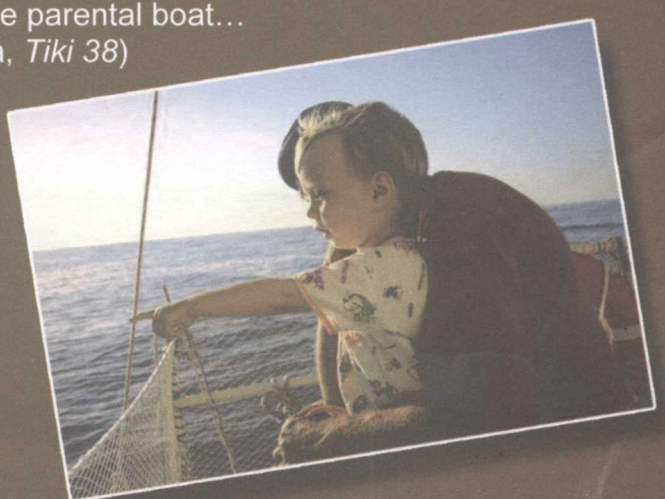
Lucky (2 years old) or the happiness to be a child and to discover the joys of life aboard the parental boat…
(Lipa Lipa, *Tiki 38*)